## GEORGE STEPHENSON.

man the love of a sailor for his soil; such a the weaver leeks not at his loom, nor the smith before his anvii. The smith or the weaver is the maker, the his his his his hand lists but the steam-engine stands as with life and broath in it, working of itself, earnestly, steadily, and manfully, by day and by hight, in its youth, and in its elder years, when scores of men who wrought with it have stokened and breathed their last. To the working man it is a thing of care and love, and its sight seems to give might to those who behold it, and to teach them the canning which is in its own make. Thus, boys who watched, strengthened it with cords and chains of iron tous, a toy in the hands of Watt, it claimed his life for its care, and grew to anwonded growth, thus, time after time, have master and workman narsed its childhood, and helped it onward to its mightlest strength; and Stephenson had not been among the least of these."

We may here mention an interesting circumstance in Stephenson's career, while working as brakesman at Killingworth Pit. There were three brakesmen, who took the "night shift" by turns. This night-shift lasted for eight or ten hours; and as there was little work to be done during that time—only drawing up and letting men nows—the brakesman's time hung heavily on his hands. Stephenson, however, always regarded time as precious, and carefully turned every minute to account. During these night-shifts he took his first lessons in arithmetic. When he had worked his some on a slate, he sent them off next morning to a schoolmaster in the neighborhood to carreet, who in turn sent him new questions to answer. For this service the eager scholar paid his master the humble tribute of four-pence a week. The rect of his time he occupied, during the night-shifts, in cleaning the pitmen's clothes out, and gave instructions to newer. For this service the eager scholar paid his master the humble tribute of four-pence a week. The rect of his time he occupied, during the night-soilts, in cleaning the pitmen's clot work; and it is said, that to this day there are pitmen's wives at Killingworth, cutting out clothes according to the instructions then given them by George Stephenson. He also made shoes in these lone nights by the engine fire, and occasionally made presents of them to the poor relations of his wife, and their children. Pe turned his ready hand to anything. Among others of his works was a smadial, still fixed over the door of the bouse he lived in white at Killingworth; and to the last day of his life, he felt a pride at the eight of that san dial. Not long before his death, white surveying the line of the Newcastie and Berwich Eafiway, he drove a professional friend somewhat out of his way to have an admiring look at the dial.

Ballway, he drove a professional friend somewhat out of his way to have an aumtring look at the dial.

All the little money which Stephenson thes made by the cleaning of clocks and watches, and the making of shoes, he devoted to the education of his son Robert. He had felt the want of education in his own person, and set a high value upon it; accordingly he determined early to give his son the hest culture he could afford. Hobert was sent accordingly to Bruce's school, in New coastle, where he received the radiments of an excellent education. At a public dinner held in Newcastle, in his nonor, not long before his death. Mr. Stephenson thus referred to this fact in his early career:—"I have worked my way," he said, "but I have worked as hard as any man in the world, and I have overcome obstacles which it falls to the lot of but few men to encounter. I have known the day, when my son was a child, that, after my daily labor was at an ead, I have gone bome to my single room, and cleaned clocks and watches, in order that I might be able to put my child to school. I had felt too accutely myself he loss of an education not to be fully sensible of how much advantage one would be to him." This we must always regard as a beautiful feature in Itephenson's character; and it is gratifying to tate, thet the future reputation and well-won honore of the son, amply repaid the early care and self-denial of the father.

About the year 1800, when he worked at Kilingworth, distress was abroad in the land, and such suffering was experienced by the colliery copulation in the neighborhood. This was the ime of the long-remannered "dear years," when read was scarcely to be had at any price. So

Newcastle, which afterward expanded into the signatic establishment we now find it. He was also still studying and improving himself; he had never done inventing and contriving improvements of his locomotives. Hence he was enabled to keep shead of all compatitors; one proof of which was, that his engine, the Rocket, carried off the £500 prize, on the opening of the Liverpool and Manchester Hailway, of which also he was Engineer. We need scarcely proceed with the history of his progress further. He was carried on the fall fide of railway prosperity, and contributed, in no small degree, to the development of this great civilising power. He also derived for himself the personal advantage of large gains, which, at length, accumulated to a large fortune.

Stephenson was not the creator of railways, nor was he the inventor of the locomotive, he was an energetic, hard-working man, full of the best practical qualities, and, by directing his mind to the subject of steam locomotion, he was enabled to effect improvements of the most valuable kind in the construction of the locomotive, and thus to impart a stimulus of no ordinary character to the ladustrial energies and capabilities of his country. George Stephenson died at his seat at Tapton, Derbyshire, in August, 1848, in his 67th year. In conclusion, we may quote the words which he himself used on the occasion of a recent public dinner at Newcastle: 'I may say, he observed, without being deemed egotistical, that I have mixed with a greater variety of society than, perhaps, any man living. I have dined in mines, for I was once a miner; and I have dined with Kings and Queens, and with all grades of the nobility, and have seen enough to luspire me with the he, that my exertions have not been without their beneficial results—that my labor has not been in vain."

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36. One or more of the stores constantly in operation at the manufactory, 27 Water-st, also corner South Sixth and First six. Withmasburgh. Sold wholesale and retail on the most reasonable terms of any in the city.

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The Ohio will carry the diovernment finise for the Pache, &c. to go by the December steamer from Panama.

Passengers may rely on arriving at Chagres in ample time to meet the December Steamers.

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7 A. M. for New-Rochelle, A. Express Train at 2 F. M. for Sumford, Ac. Express Train at 2 F. M. for Sumford, Ac. Accommodation Train at 3 F. M. for Norwalk Trains of the Communication Train at 3 F. M. for Norwalk Trains at 5 F. M. for Norwalk Trains at 6 A. M. from Now-Haven, Tanna at 6 A. M. from Now-Haven, Tanna at 6 P. M. for Norwalk at 10 F. M. from Now-Haven; Accom. Train at 10 F. M. from New-Haven; Accom. Train at

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RALKOAD.—On and after Weiser
follows until further notice:
Leave Roffern's Depot.

\*6.50 o'clock A.M.

1 o'clock P.M.

\*5.50 o'clock P.M.

1 o'clock A.M.

1 o'clock P.M.

2 o'clock P.M.

To'clock A.M.

To'clock

EXCURSIONS.

POR KEYPORT AND FORT HAN
ILTON.—The steamer JOHN RAST
excepted) at 2 o'clock, P.M. Raturning, leaves Keypor
at 9 o'clock A.M. and Fort Hamilton at [64 A.M. of ] in POR SHREWSBURY OCKAS
HOUSE (Long Branch,) FORT WASS
INGTON, MOCRY'S DOCK BROWN
DOCK (Middletown) AND RED BANK. The new sewell-known steam-boat CONFIDENCE, Captain A. Raggerty, will run as follows from west side of Feek.